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GEOGRAPHIC SCHOOL BULLETINS

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Kurt Severin

SEWING HATS REPLACE SEWING BASKETS FOR FISHERMEN OF BRAZIL

Both fresh-water and salt-water fish fill the nets of the men of Ilha de Marajó, the giant island at the Amazon River's mouth. The east shores are washed by the Atlantic, where short excursions in small sailboats are rewarded with big loads of sea catfish. Broad lakes and swamps on the island, as well as river channels around it, abound with fresh-water fish, for which the fisherman must compete with the cayman, Brazil's alligator. Nets get hard wear when a 400-pound pirarucú is caught, for this is the largest fish known to live entirely in fresh water; it may grow to a length of 15 feet. Mending their torn nets in an assembly-line row, the fishermen park their bobbins, string, and knives on their hat brims. The fish and other food resources of Brazil are factors in that South American colossus country's value as a fighting ally (Bulletin No. 2).

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

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The Push Toward Cologne Hits Industrial Towns

THE German countryside between Aachen and the Rhine, through which the American forces have been fighting their way toward Cologne (Köln) and Düsseldorf, is made up largely of wooded hills between 250 and 300 feet high.

It is cut by many northward-flowing streams, each a barrier to eastward progress. The principal rivers are the Rur (Roer), its tributary the Inde, the Rotbach, and its tributary the Erft.

In this region are coal and iron mines and numerous industrial towns. Of special military importance have been the highways and railways, as shown by the frequent bombing attacks which the R.A.F. began in May, 1940.

Steel Mills and Iron Mine

Between Aachen and Cologne lie Stolberg, Eschweiler, Düren, Zülpich, and Brühl. To the north, between the German frontier and Düsseldorf, are Jülich, Geilenkirchen, Lövenich, Rheydt, Grevenbroich, and München-Gladbach.

Stolberg, east of Aachen, was a metal-working town. Before the war its population numbered about 17,000.

Northeast lies Eschweiler, formerly kept busy with its foundries and steel mills. Near by is an iron mine. The town is on the main railroad between Aachen and Cologne. The freight yards here drew Allied attacks frequently. Before the war Eschweiler had a population of 26,000 and maintained a large hospital.

Largest town between Aachen and Cologne is Düren, whose prewar population was 41,000. Situated on a fertile plain, the city had cloth and paper mills, iron foundries, and metal-working shops; railroads radiate in a half-dozen directions. One of the early bombing attacks on Germany struck a train outside Düren. Since then the city and freight yards have been bombed many times.

Zülpich, south of Düren, was known to the Romans as Tolbiacum. In medieval days it was a walled town. Before the war it had 3,500 inhabitants. Its 14th-century castle had been turned into a distillery.

East of Düren and southwest of Cologne stands Brühl, industrial town of 11,000 residents before the war. The steam power plant at Brühl has long been the largest in Germany and one of the main supports of industry in the region. Coal is mined in the Vorgebirge to the west. Before war industries became paramount in Germany's life, the town was famous for its castle, the Schloss Brühl.

Railroad Town Where Air War on Germany Began

North of Düren on the Rur River is Jülich, on the highway between Aachen and Düsseldorf. Many of its more than 10,000 prewar inhabitants were employed in factories making paper and leather articles, and in the sugar refinery. It retains relics of fortifications built when it was the stronghold of the Dukes of Jülich. The arterial highway has often attracted Allied bombers.

Northwest of Jülich, Geilenkirchen is a station on the Aachen-München-Gladbach railroad. It was known for the potteries where most of the 5,300 residents found employment before the war.

Lövenich is northeast of Geilenkirchen, on the railway to München-Gladbach. It lies in the hills which are offshoots of the Vorgebirge.

Rheydt, farther northeast along the railroad, had a prewar population of

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Brazilian Government Trade Bureau

SALVADOR, EX-CAPITAL OF BRAZIL, IS STILL CAPITAL OF THE CACAO TRADE

In Salvador, Brazil's oldest city and first capital, buildings centuries old rise on the cliff tops above the harbor. Salvador is also called Baía (Bahía). Both names come from its ancient title, *Bahia de São Salvador de Todos os Santos* (Bay of the Holy Savior of All Saints). A modern note is the towering elevator (center), one of four which lift Salvadorians from the busy wharves where they work to the upper town where they live, worship, and play. A streetcar also connects the heights with the harbor by a less direct route. Furled sails of small boats slant in front of massive buildings facing the harbor. Hotels, shops, residences, and the majority of the city's more than a hundred churches stand on the heights above. Although Rio de Janeiro is now the seat of Brazil's government, Salvador keeps its place as cacao capital of the country. It is also a center of the tobacco industry (Bulletin No. 2).

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Brazil, A New Battle Partner for the Allies

TO THE Yanks, the English, the Scots, French, Poles, New Zealanders, South Africans, Indians, and Italians fighting the Germans in Italy have been added soldiers of still another nationality—Brazilians. The announcement that Good Neighbor Brazil has landed a large army in Europe reminds many Americans that their giant South American sister republic is aiding the Allied cause.

These are the first land forces to be sent to Europe in either World War by a Latin American country. In World War I Brazil sent small naval units, a medical mission, and a number of aviators, but no land troops in force.

Early in World War II Brazil was a bulwark against a possible German thrust across the South Atlantic. Later, Brazil's eastern bulge served as a jumping-off place for U. S. planes bound for Africa, Europe, and Asia.

Once Ruled Mother Country

Brazil is the only Portuguese-speaking nation in the Western Hemisphere. It is the only American country ever to govern a European nation (Portugal) and the only one to have its own dynasty. In 1808 during the Napoleonic wars, the Portuguese regent, later Dom John VI, took refuge in his country's great American colony. He and later his son ruled the "United Kingdom of Portugal, Brazil, and the Algarves" until Brazil declared itself an independent empire in 1822.

When this empire fell in 1889, the Brazilians set up a republic modeled somewhat on the United States. In fact, the country's full name is the United States of Brazil. Twenty states, eight territories, and two federal districts make up the nation. Rio de Janeiro, the capital, is a city of nearly two million people. The next largest is São Paulo (illustration, next page).

The most impressive thing about Brazil, geographically, is its size. As a continuous political unit, it is surpassed in land area only by the Soviet Union, prewar China, and Canada. It is a little smaller than the United States and Alaska together. All Europe—except Norway, Sweden, and Finland—could fit into it. Brazil's area nearly equals that of the rest of South America.

With almost 44,000,000 people, the country has more than twice the population of any other South American nation.

Twisting Rivers Hamper Transportation

Few nations are as rich in natural resources as Brazil (illustration, cover). The most important crop is coffee. Cacao is plentiful, marketed through Salvador (illustration, inside cover). Sugar cane, rice, and cotton thrive. Abundant rainfall makes possible the great stands of timber and rubber trees.

Brazil has valuable mineral deposits, including several ores not found elsewhere in commercial quantities. In the State of Minas Gerais, in the southeast, are some of the largest iron deposits in the world.

The country's development has often been compared to that of the United States, although a number of unfortunate geographic handicaps have retarded the rise of the southern republic. Its immense iron deposits are comparatively untouched, because of lack of coal for the coke needed to process it into steel.

Brazil's physical layout prevents easy development of its riches. Transportation is difficult. The rivers in many cases wind down to the sea by circuitous routes. The Amazon, the only extensively navigable river that flows directly to the sea, makes its way through the least populated part, the equatorial jungles.

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48,000. Before conversion to war industries, it had machine shops and mills making velvet, silk, and cotton.

München-Gladbach is the junction where the railroads from Aachen, from Cologne, and from the Netherlands meet the line from Düsseldorf. This city had large iron foundries and machine shops before the war, and a population of 115,000. München-Gladbach has gone down in history as the spot where air war entered Germany. This was the first place bombed when the R.A.F. started its aerial campaign against the Nazis in May, 1940. Air attacks have hit not only the freight yards and railroads but also the munitions factory and airport.

Grevenbroich, to the southeast on the railroad from München-Gladbach to Cologne, is a manufacturing town and railway junction on the Erft River.

Note: These industrial towns between the German frontier and the Rhine may be found on the Map of Germany and Its Approaches, issued as a supplement to the July, 1944, *National Geographic Magazine.*

International News

RHINELAND SOLDIERS CAST THE SHADOW OF A NEW WAR OVER COLOGNE AND WESTERN SISTER CITIES

The remilitarization of the Rhineland in 1936 brought the first hint of 1944's bitter fighting to industrial towns west of the Rhine. The Versailles Treaty had prohibited any military installations or personnel in this border region threatening France. The grimly helmeted troops had no legal right to be in the region, or even to be in uniform. Yet to the children of Cologne the coming of the soldiers was a gala event. Bouquets were pinned on flaunted uniforms.

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Yanks in Europe: 2. Belgium

(This is the second of a series of bulletins about European countries where Yanks are fighting.)

TODAY'S GI Joes in Belgium tread paths trod by their doughboy elders of 1918. And Americans, who for the second time in a generation are helping a crushed Belgium to rise again, are interested in knowing who the Belgians are and what their land is like.

Wedged in between Teutons and Gauls for twenty centuries, Belgium's situation has given it an importance in commerce and power politics out of proportion to its size. Situation, too, has given it a here-we-go-again history in which peace and prosperity have alternated with war's destruction.

Romans, Franks, Norsemen, Spaniards, Frenchmen, and Germans in turn have made Belgium the "cockpit of Europe." Caesar wrote, as high school Latin students remember, "Of all these, the bravest are the Belgians."

Maryland's Size, Four Times Maryland's Population

Roughly triangular in shape, Belgium can be envisioned on Europe's map as a moth with wings spread, flying southwest toward the bright flame of Paris. Its 40-mile North Sea coast, reaching within 50 miles of England, and its southeast border with Luxembourg define the wing tips. The French frontier, 170 air miles long but twice as long overland, measures the Belgian moth's wing spread.

Within this Maryland-size area live more than four times Maryland's two million people—about 750 per square mile, a population density greater than in any other European country. Belgium, like England, normally devotes much manpower to industry and depends on foreign trade to balance its needs.

Three-fourths of Belgium is flat, ribboned with tree-lined canals and streams, liberally sprinkled with cities, towns, and villages. Only the Ardennes district, southeast, is upland. Its picture-book valleys lie between 2,000-foot ridges, green with beeches, dwarf oaks, and pines. Lilliputian Alps, they help make Belgium a complete Europe in miniature.

Two river systems, the Schelde and the Meuse, are important in Belgium's commerce, industry, and ethnology. They are frameworks for the canal system. The Flemings live on the poppy-covered Flanders plain of the Schelde River to the north, while the Walloons live along the Meuse to the south.

Brussels a Little Paris

The Flemings long have spoken Flemish, a language related to Dutch and German, while the Walloons have their own brand of French. Half the population speaks Flemish; three million speak Walloon French. In the easternmost Eupen-Malmédy bulge, German is the language. The Walloons' culture is centered in the east Belgium fortress city of Liége.

In the nine provinces that constitute Belgium are five large metropolitan centers. Brussels, the centrally situated capital, counts a million people in its cluster of fifteen communities. From Brussels, trade routes lead to four other centers, one for each direction of the compass. These are Antwerp, north; Liége, east; Charleroi, south; Gent, west.

Brussels, where the Flanders plain breaks into low rolling hills, has often been called Europe's "little Paris." Its devotion to art and fashion, its parks and boule-

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The country has no deep coastal plain like that of the eastern United States. A high mountain range rises along Brazil's Atlantic seaboard, giving Rio de Janeiro a spectacularly beautiful harbor but also complicating transportation. It isolates some of the other coastal cities from the interior of the country; most of them are connected with one another only by sea.

Another difference between the United States and Brazil is that the latter is not a transcontinental, two-ocean nation. In Brazil's westward expansion, its pioneers were barred from the Pacific by the towering Andes.

Climate also affected the growth of the two American land giants. Brazil's climate is predominantly tropical. Europeans who wanted to settle where the weather was like that of home chose North America. In the 19th century—period of greatest immigration—33,000,000 people settled in the United States, 4,000,000 in Brazil.

Brazil's chief war role has been to supply food and materials to the Allies—rubber, quartz crystal, copper, industrial diamonds, iron, mica, beryllium, manganese, tungsten, bauxite for aluminum, coffee, cotton, and vegetable oils.

Note: Brazil, on a scale of 134 miles to an inch, appears on the Society's Map of South America. The map shows railroads, highways, and limits of navigation on the rivers. On a smaller scale the country appears on the Map of the World, which shows the new spellings adopted in 1943 for Brazilian place names.

For further information about Brazil, see "Brazil's Potent Weapons" in the *Magazine* for January, 1944*, which is accompanied by a two-page map of the country; "Bright Facets of Brazil" (color series), January, 1944*; "Air Cruising Through New Brazil," October, 1942*; "Through Paraguay and Southern Matto Grosso," October, 1943*; "Rio Panorama," September, 1939*; "As São Paulo Grows," May, 1939; "Wonder Island of the Amazon Delta" (Marajó), November, 1938*; and "Gigantic Brazil and Its Glittering Capital," December, 1930.

Bulletin No. 2, December 11, 1944.

W. Robert Moore

FIRST COME, FIRST SEATED IS THE AIM OF SÃO PAULO'S BUS CHAIN-LANES

Ranking next to Rio de Janeiro, São Paulo is the second largest of Brazil's cities, with nearly a million and a quarter people. This is a world coffee center, with a reputation for shipping more coffee than any other city. It handles yearly about half the coffee beans of the world's total crop. Downtown São Paulo has rush-hour traffic jams that New York City might find familiar. Chains at the bus stops mark off single-file lanes to keep the crowds in order. During a lull these bus commuters in front of the Mappin department store demonstrate how the bus-approach lanes work.

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Pepper, Spice Best-Seller, Made History and Revised Maps

THE undisputed best-seller among the spices—pepper—is again reaching grocery shelves.

A recent OPA order permitting a slightly higher price has started the small dried berries from the Orient flowing through the grinders again. Back in circulation now, this prized imported condiment will once more add flavor to war-limited foods.

The amount of black pepper and white pepper used annually in the United States has been about 30,000,000 pounds. The war has cut this abundance to about 14,000,000 pounds a year. Recent estimates of warehouse stocks, allowing for military needs and other requirements, see the bottom of the bin likely to be reached by January, 1946. By then the imports may increase.

Turks Upset the Pepper Trade Routes

Black pepper and white pepper, for the most part, have come from India, the Netherlands Indies, and the Malay States. The occupation of southeastern Asia and adjacent islands by the Japanese has cut down the pepper supply available in the United States.

Present shortages are reminders that the world's craving for spices has made history, seasoned with a dash of fresh geography.

Before the Mongol Turks invaded the eastern Mediterranean region in the 11th century, Europeans had looked to Arab caravans and Arab ships to bring their spices from the oriental lands they called "the Indies." Through the Red Sea and the Persian Gulf, then overland across Arabia, the Levant, and Turkey, these cargoes traveled to Mediterranean ports. There Venetian and Genoese galleys picked them up for delivery to Europe.

As the Turks expanded their power, they disrupted this trade with eastern lands. After they captured Constantinople in 1453, they were in a position to strangle commerce. Merchant ships in the eastern Mediterranean had to run the gantlet of Turkish corsairs. Pepper prices soared. A food problem developed in Europe, not from scarcity but from lack of seasoning.

Much of the meat that Europeans ate in that pre-refrigerator era came from cattle slaughtered in the summer. Farmers knew little about the use of crops to feed their stock during the winter. They killed their cattle at the end of the grazing period and salted down the meat. As the meat aged, it became odorous and tasted "high." Spicy condiments were needed to disguise the rancid odor and make it palatable.

"Spice Islands" Were Explorers' Goal

"Please pass the pepper" then was easier to say than to do. First, the Turks had to be by-passed by avoiding land or sea routes touching the eastern Mediterranean. The idea that the Indies could be reached by sailing around Africa seemed reasonable. But sailors balked at the thought of going southward beyond known limits.

Strong as was the lure of the Indies, new trade routes were slow in developing. Portuguese explorers made a start. They sailed southward through the Atlantic to the Gold Coast of Africa and made settlements there.

Thirty years after the fall of Constantinople, by 1483, the Portuguese had

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vards, and quaint evidences of earlier days convey that impression and hide its industries—textile factories, foundries, machine shops, sugar refineries. It was the center of the 1830 revolt that separated Belgium from the present territory of The Netherlands.

During World War I the city attracted worldwide attention as the scene of the execution of Nurse Edith Cavell. The two German invasions of the past quarter-century spared most of its landmarks, but destroyed its industries and deported its laborers.

Albert Canal Made Liége a Port

Antwerp, 50 miles up the Schelde from the sea, is Belgium's great port and normally one of Europe's busiest. Cutting diamonds, which are imported from the Belgian Congo and elsewhere in peacetime, and making textiles and cigars have been important Antwerp industries.

Liége is Belgium's fortified arsenal on the Meuse. The Albert Canal makes the city virtually a seaport.

Charleroi and its satellite towns are at the heart of Belgium's coal and iron mining region, which reaches from Mons to Liége. Iron and steel mills, railway shops, glass and hardware factories dot this area of underground resources.

Gent, the "soul of Flanders," with 200 bridges spanning its canals and island-dotted streams, stands at the junction of the Leie (Lys) and the Schelde. Cotton spinning is its big industry in normal times.

Note: Belgium appears on the Map of Germany and Its Approaches.

For additional data, see these issues of the *National Geographic Magazine:* "Low Countries Await Liberation," August, 1944; and "Belgium —Europe in Miniature," April, 1938*.

(Issues marked with an asterisk are included in a special list of Magazines available to teachers and librarians in lots of 10 for $1.)

Bulletin No. 3,
December 11, 1944.

Severin Messiaen

BELLS WERE BELGIUM'S WATCHDOGS IN EARLIER WARS

The bells of old carillons, Belgium's "singing towers," have served to sound the call to arms when war threatened the Low Countries in the past. Instead of swinging free, carillon bells hang still and fixed, while their clappers move in response to the carillonneur's touch on the keyboard. At Tournai, where bell-founding before the war was a famous industry, each bell was carefully tuned to the correct musical pitch, checked with a tuning fork. The mechanism shown in the photograph can grind away a slight powdering of metal to adjust the bell's tone with the most delicate precision.

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Midget Republics Dragged into the War

FROM the giants of the world—Russia, China, and Brazil—to midgets of southern Europe, such as Andorra and San Marino, no country is too large or too small to escape the war. Even these pint-size mountain republics have at last been forced to follow their colossal cousins into the edges of the fray.

San Marino Says "Neutral. Keep Out"

The world's tiniest republic, San Marino, was engulfed by war when Germans entered the spot of independent territory within central Italy and set up artillery on its soil. The people, trying to protect their land, mobilized their miniature army and tore up their electric railway connecting with Italy's coastal system. Along their borders they had placed signs reading "Keep out. This is a neutral country."

This country-within-a-country, with 15,000 people on 38 square miles, spreads over rocky Mount Titanus and the fields at its base. It is about 10 miles inland from the Adriatic, near Italy's coastal city of Rimini. The capital and chief town, perched atop the mountain, is also named San Marino.

A Christian stone-cutter from Dalmatia named Marino is credited with founding the state in the fourth century. Impressed by Marino's piety, a convert to Christianity presented him with the patch of mountainous land. Marino willed it to his followers and their descendants "free from every other man."

San Marino's people gradually worked out a simple form of self-government. A council of sixty members is elected by citizens for three-year terms. Two regents with executive powers are chosen by the council from its members to serve for six months. On state occasions these regents wear fancy medieval costumes.

Since the founding of the country, the chief occupation of the people has been stone cutting. Level land is farmed, vineyards are cultivated on slopes, and cattle are raised. Building stone, wine, and cattle are exported.

San Marino before the war had its own coinage and stamps. Italian and Vatican City currencies were also commonly used. San Marino maintained consuls in several countries. It had a treaty of friendship with Italy and extradition treaties with the United States, Great Britain, Belgium, and the Netherlands.

San Marino declared war on Germany in World War I and was "our littlest Ally."

Feudal Andorra, Republic of the Pyrenees

Andorra, miniature republic of the Pyrenees, has been occupied by French police to patrol the mountain passes into Spain. Officially called the Valleys of Andorra, this dot on the threshold between Spain and France has a population of less than 5,500 and an area only three times as large as that of the District of Columbia.

It is nevertheless larger than four other independent states of the world. They are, in ascending order of area, Vatican City, Monaco, San Marino, and Liechtenstein, all in southern Europe.

Wedged high in the secluded fastnesses of the eastern Pyrenees, Andorra holds to a strange feudal plan of government put into effect 666 years ago. In 1278 it was placed under the joint rule of the Spanish Bishop of Urgel and the French Count of Foix. Napoleon in 1806 granted it a constitution as a republic, by which a General Council was established. Since then, the president of the

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reached the region of the mouth of the Congo River. In 1487 Bartolomeu Diaz rounded the Cape of Good Hope at Africa's southern end.

Eleven years later, Vasco da Gama's ships turned the Cape and sailed up the unknown east coast of the continent. Crossing the Indian Ocean, they eventually reached the spice land of India's west coast. They landed on the Malabar Coast (illustration, below) at the old city of Calicut, which is still famed for its pepper.

Thus, by sailing south, the Portuguese navigators had found a new route to the Indies. Pepper prices fell.

Columbus Was Looking for Pepper

In the meantime Christopher Columbus, a Genoese navigator in the pay of Spain, sailed westward to find the same "Spice Islands." When he sighted the Bahama Islands and the lands of the Caribbean, he believed that he had reached the Indies. His mistake is still commemorated in the slightly corrected name of the West Indies.

More than a quarter of a century later Magellan sailed westward across the Atlantic, rounded the southern tip of South America, and crossed the Pacific to its Asiatic reaches. At last the Indies had actually been reached by a roundabout western route.

In opening new ways to the "Isles of Spice" European navigators had revised the map of the world, had brought great new water areas into the service of man, and had discovered the unity of the oceans.

Note: For information about spices and peppers and some of the countries from which the United States imports them, see "India—Yesterday, Today, and Tomorrow," in the *National Geographic Magazine* for October, 1943*; "Revolution in Eating," March, 1942; "Airplanes Come to the Isles of Spice," May, 1941*; and "Greatest Voyage in the Annals of the Sea," December, 1932*.

Bulletin No. 4, December 11, 1944.

H. J. Heinz Company

TELLICHERRY'S HUMAN PEPPER SHAKERS LINE UP FOR A CUSTOMER

Ever since the Portuguese landed at Calicut on India's Malabar Coast, the name of this hot damp region has spelled spices to western lands that must import pepper to team with their home-grown salt. At Tellicherry a pepper buyer from the West watches the white-gowned pepper winnowers of the East sift the dried berries on large straw mats. This process shakes loose any stray bits of twigs and leaves. This coast city north of Calicut has been a center of the pepper industry ever since the British East India Company established the spice trade there in 1683. The pepper plant—*piper nigrum*—a perennial vine, is native to this region. Both black pepper and white pepper come from this plant. The age and processing make the difference. For black pepper, the berries are picked before they are ripe. They are spread to dry in the sun, winnowed, packed in burlap sacks, and shipped abroad. Berries are left to ripen on the vines for white pepper. The outer skin is soaked off, and only the small colorless seed is dried for grinding.

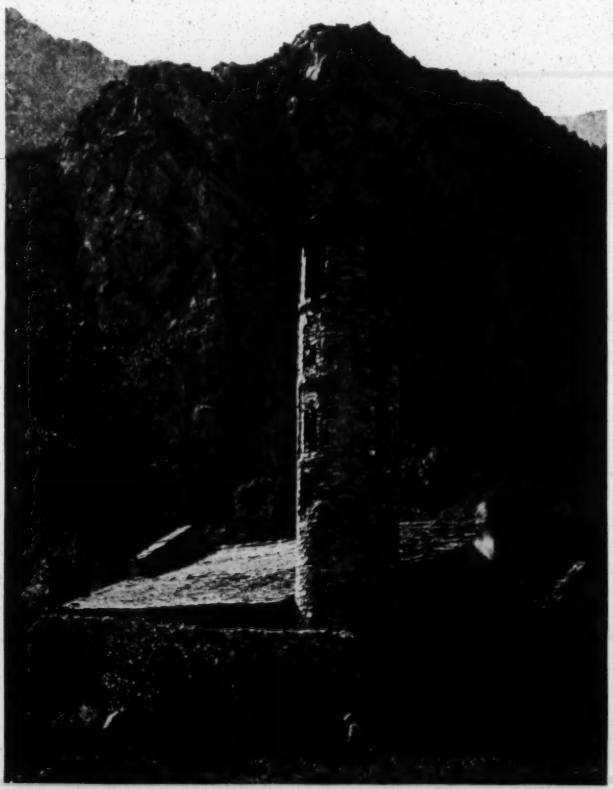
council has increased the dual governing committee to a trio. In modern times the President of France has exercised authority for the House of Foix.

In 1933 Andorra's young people, in a peaceful one-hour revolution, forced the council to extend the right to vote and hold office to all citizens 25 years old or more. In 1941 the voting privilege was limited to heads of families.

Andorra la Vella (Andorra la Vieja), the capital, is the largest of the six villages. Andorra's people are chiefly farmers, shepherds, and miners. Grains, tobacco, and grapes are the principal crops. Sheep graze on the rugged hills. Iron and lead are mined.

Note: The republics of Andorra and San Marino are shown on the Society's Map of Europe and the Near East. For additional information, see "Andorra—Mountain Museum of Feudal Europe," in the *National Geographic Magazine* for October, 1933; and "Liechtenstein Is Reminder of Four Other Midget States," in the GEOGRAPHIC SCHOOL BULLETINS, April 24, 1939; and "Telephones for the Middle Ages? Yes, in Andorra!" February 17, 1936.

Bulletin No. 5, December 11, 1944.



Lawrence A. Fernsworth

RUGGED PEAKS AND STURDY TOWERS RISE IN ANDORRA

Pious Andorrans may stop to worship at this small stone chapel, huddling at the foot of its sturdy windowed tower. It stands at Santa Coloma, a mile or so south of Andorra la Vella, on the highway leading across the frontier into Spain. The Andorrans cling to the religious practices of their ancestors. Although they have not been above turning a dishonest penny by smuggling tobacco over the borders—north into France, south into Spain—they will not permit gambling. They have refused to allow their mountain stronghold to be turned into a gambling resort on the order of the smaller Mediterranean country, the Principality of Monaco.

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